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CHRISTMAS & NEW
YEAR PRESENTS.
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

GRAND PRIX "PARIS 1889"
The Highest Possible Award.
JOSEPH
GILLOTT'S
PENS.
Of Highest Quality, and having
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The Only Award, Chicago, 1893.
Numbers for sale by BANKERS
Barrel Pens, 225, 226, 227
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In Fine, Medium, and Broad Points.
The New Turned-up Point 1893.

No. 13,651 號壹十伍百陸千叁萬壹第 日叁初月壹十年柒十二緒光

HONGKONG, FRIDAY, DECEMBER 13TH, 1901.

伍拜禮 號叁十月式十年壹零百九千壹英港香 PRICE, \$21 PER MONTH

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JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.
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CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
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FAMOUS

KILMARNOCK WHISKY.

This World-renowned
Fine Old HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

Price \$10.75 PER DOZEN

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"SPECIAL BLEND" WHISKY

Blend

of Selected

Distillations of the

Finest Scotch Whiskies

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HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.

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1.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.45 p.m. Every 15 minutes.

9.45 p.m. to 11.15 p.m. Every 10 minutes.

SATURDAY.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1901.

VICTORIA
CYCLE
EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and also supply fittings of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamel a specialty.

McKINDY & CO.

43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

\$5.50 per Cask of 97.5 lbs. net ex Factory.

\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901.

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWER IN THE WORLD.

Price of 12 BOXES CARTRIDGES—
Loaded with—With Powder
Powder only, and 1 oz of Shot.
Primrose Cases \$5.65 37.40
Pegamoid Cases 6.25 8.00
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5 per cent discount on orders of 1,000 and over.
Apply to

W. M. SCHMIDT & CO.,
Gunnmakers.

Hongkong, 27th July, 1897.

FOR THE KIDNEYS

PROPRIETORS

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SOLE AGENTS—

WATKINS. LIMITED.

66, QUEEN'S ROAD CENTRAL.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are famous all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.



DRAUGHT STOUT.

JUST LANDED.

REID'S IMPERIAL BROWN STOUT IN KILDERKINS OF
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CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

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DAKIN'S ANISED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS,
COLDS, HOARSENESS, and SORENESS OF THE CHEST.

Price 50 Cents and \$1.

CRICK-HAWK'S COUGH BALSAM.

A VALUABLE REMEDY FOR FLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases of
the CHEST and LUNGS. Price \$1 per Bottle.

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QUEEN'S ROAD.

PHOTO-GRAPHS, PLATES, PAPERS
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EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

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CHRISTMAS AND NEW YEAR GIFTS

FANCY LEATHER GOODS

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TOM SMITH'S CHRISTMAS CRACKERS

CADBURY'S CHOCOLATES IN FANCY BOXES

ENGLISH AND FRENCH CONFECTIONERY

FILBERTS, BRAZILS, ALMONDS, BARCELONAS

TOYS! TOYS! TOYS!

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INTIMATIONS

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1811.

CLARETS.

	Per Case 1 doz. 12s.	Per Case 2 doz. 12s.
ST. ESTEPHE	\$6.95	\$7.55
ST. JULIEN	9.00	9.50
LA ROSE	12.00	13.00
CHATEAU HAUT		
BRION LARIVET 1869	9.20	
CHATEAU MOUTON		
D'ARMAILHAC 21.00	22.20	
CHATEAU PONTET		
CANET	25.00	
CHATEAU LA TOUR		
CANET	30.00	
CHATEAU LAUZAN	42.00	
CHATEAU LAPITE	48.00	

These CLARETS are brought direct from the leading French growers. The lowest prices are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CHATEAU LA TOUR CANET, CHATEAU LAUZAN and CHATEAU LAPITE are commended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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Telegraphic Address: PRESS. A.B.C. Code, P.O. Box 33. Telephone No. 12.

MARRIAGE.

On the 26th November, at St. Andrew's Cathedral, Singapore, by the Rev. W. R. C. Dunkley, M.A., assisted by the Rev. F. N. Haines, FRANKLIN PORTER, youngest son of the late Rev. GEORGE FAIRFAX, of Worthington, Sussex, to V. LET ELIZABETH HAMILTON, youngest daughter of J. B. FERRIS, Esq.

The Daily Press.
HONGKONG OFFICE: 14, DES VUE ROAD, CH. LONDON OFFICE: 131, FLEET STREET, E.C.4.
HONGKONG, 13th December, 1901.

One of the six Appendices just published by the China Association in pamphlet form for information of members, pending the appearance of the annual report in March next, is entitled "Tariff Revision" and contains communications passing between the Association and the Foreign Office, together with certain enclosures, etc. The first letter, dated the 12th June last, is from the Association to the Marquis of Lansdowne and deals with the project of restoring the Chinese Customs tariff to an effective five per cent. The letter says that the concurrence of the Government in the Association's view of the desirability of avoiding a large addition to the tariff in existing circumstances has been received with much satisfaction. The proposed restoration of an effective five per cent. tariff stands admittedly on a different basis. The Chinese are entitled to claim as a treaty right the readjustment of the obsolete schedule of values attached to the Treaty of Tientsin; but, continues the letter, the right "to convey imports from a port to an inland market" under transit-pass is also a treaty right. Moreover, the Chinese have failed to carry out other obligations too, notably that of river conservancy. Eastern telegrams (namely, from the Shanghai and Hongkong Committees) suggested that a rectification of the tariff should be accompanied by a redress of such grievances. A memorandum from the Association, signed by Mr. GUNTER, the Honorary Secretary, accompanies the letter, emphasising the necessity of both sides fulfilling the Treaty, China as well as the Powers,

especially in the matter of Article 28 of the Treaty of Tientsin. Deprecating objections which might be made, Mr. GUNTER suggests two reflections:—(1) That the Imperial Revenue would be measurably recouped by the expansion that might be anticipated if trade were relieved from embarrassing imports. (2) That an aggravation of inland taxation—as one method of meeting foreign exactions—may be anticipated unless countervailing precautions be taken. Further, a rectification of the export duties as well as those on imports is suggested. "On the recognised principle that a country pays for its imports with its exports," says the memorandum, "a rectification of the burdens on produce with a view to promoting export trade would seem as desirable as a readjustment of the import duties." Reciprocal corrections, in short, are what are called for. Finally, a letter from the Shanghai Committee is forwarded to Lord Lansdowne, regarding the proposed project of an increase of tariff to ten per cent. and urging a renewed protest. Mr. DUNDON concludes this letter with the words:—"It is considered a mild term to 'apply to a scheme which plainly has its origin in the desire of some of the Powers to get their money as speedily as possible, at the expense of a trade in which they have little interest.'"

The Association received a three-line reply from the Foreign Office, acknowledging the receipt of the letter and memorandum. This document is followed by letters from Bristol, Leeds, and Liverpool Chambers of Commerce, approving the Association's communications to the Government. Next comes a telegram to the Shanghai Committee to this effect:—"Intend urging Foreign Office delay introduction tariff revision as long as possible. We suggest basing 'rectification' last five years' average." To this the Shanghai Committee agreed, urging too that the new tariff specific duties should be fully considered in Shanghai and England before the tariff comes into force.

On the 22nd August, the Association wrote to the Foreign Office, expressing the apprehension of the mercantile community in China at the statement that the projected increase in the Customs tariff would be put in force two months after the signature of the final Protocol, and suggesting a satisfactory schedule of specific values could only be based on a sufficient average of years, such as the five years 1894-99-1900 being abnormal. In view of the amount of business done in China by forward contract, Mr. GUNTER added that full notice of the precise figures of a new tariff was essential to the foreign merchant, and the Association therefore asked for delay. To this the Foreign Office replied on the 5th September that Sir Ernest Sarnow had been unable to induce his colleagues at Peking to postpone the date of the new tariff until January next. As for the specific duties (into which the *ad valorem* duties would be converted as soon as possible), the basis of calculation would be the average values of the years 1897-99. On the 3rd October the Association wrote again, reiterating the anxiety in commercial circles as to the effect of *ad valorem* duties pending the calculation of specific rates; but expressed gratification at the assurance that *ad valorem* duties would be converted as soon as possible, and accepted the period 1897-99 fixed by the Government as a basis of calculation. With regard to the arrangement that two months after the signature of the Protocol five per cent. *ad valorem* duties would be enforced, Mr. GUNTER wrote, on the Association's behalf:—"It appears scarcely possible that the necessary calculations can be made by that date." Specific duties, it was pointed out, were a protection against dishonest declarations of value, a fact which made a speedy conversion essential. In reply to this came the final letter in the Appendix before us, written from the Foreign Office on the 8th October last, in which the Association was informed that Lord Lansdowne was fully alive to the commercial anxiety that there should be no unavoidable delay in the conversion of duties, and that every effort to expedite the work would be made.

The story is carried on, partly, in the report of our own Chamber of Commerce, published in yesterday's issue. In the memorandum accompanying that report, the Chamber gives priority to five among the questions more intimately concerning trade, of which the first is the conversion of the *ad valorem* into specific duties. The memorandum says:—"The 'greatest importance is attached to this conversion being carried through with the least possible delay. Referring to this point, we venture to express the 'strong hope that if the framing of the 'permanent specific tariff is likely to be a work of time, steps will be taken to bring 'into effect a temporary specific tariff.' All commercial men interested in China will be glad to see the persistence with which the China Association and various Chambers of Commerce are displaying in keeping the Government's attention directed to this and other most important questions."

H.E., the Governor, Sir Henry A. Blake, G.C.M.G., will go on leave in the first of January, when H.E. Major-General Sir W. J. Gascoigne, C.M.G., will again be Acting Governor of the Colony.

The Portuguese transport *Africa* returned yesterday to Macao.

There is to be a cricket festival at Singapore during the Christmas week, Singapore, Penang and Penak being the contesting teams.

A parade of all units of the Volunteer Corps will take place at Headquarters at 2-30 p.m. to-morrow. It is hoped that as many as possible will attend.

At the Fochow Winter Race Meeting, the Fochow Stakes on Wednesday fell to Messrs. "Hen & Chicken's" *Merryleys*. *Merryleys* obviously won the "Edgar" Challenge Cup on Tuesday and the Hongkong Cup on Wednesday.

The Mother Superior and Sisters of the Asilo de Sainte Enfantine desire to thank most cordially the stallholders and those who assisted and patronised their bazaar on Tuesday last. The sum of \$16.40 was realised, which was less than in previous years. The sale is still being continued at the Convent.

The Turby football match yesterday between the Club and the Navy ended in a draw, 2 goals and 2 tries (16 points) to nil. The Navy threw the ball, among whom was the International Percy Royds, were far too good for the home team and at times showed very pretty passing. The Club forwards were good in the close game, and in the scrumming occasionally carried their opponents off their legs. At half-time the Navy had only scored a goal, and the game was not much in their favour. The second half, however, went very much against the Club, and the Navy won a handsome victory.

Robberies in the Harbour are becoming alarmingly frequent, and it behooves masters and officers of vessels arriving to keep everything of a valuable nature under lock and key. The latest theft is reported from the *Haitian*. At Amoy she shipped several thousand dollars' worth of bar gold, which was discharged on her arrival in Hongkong. The presence on board, though not the discharge, of the gold was apparently known to a gang of robbers, for the vessel was boarded and the master's cabin ransacked during his absence on shore. A lockfast desk was burst open and a sum of \$300 and also a gold watch and chain were taken away. So far no clue has been obtained to the perpetrators of the theft.

At the Magistracy yesterday, before Mr. Kemp, an Kiu, an unemployed carrier, was convicted on a charge of having on various occasions between 28th ult. and the 11th inst. stolen tools from the Kowloon Docks, and was sentenced to 3 months' imprisonment. Kwan Sam, trader, 2, Sutherland Street, was fined \$100 with the alternative of 2 months' imprisonment, for having been found in possession of 480 lbs. of sandalwood and 15 lbs. of ground nut, it having transpired on the course of investigation that the prisoner was acting as a kind of broker for Harbour thieves. Tan Kin, a boatman, was remanded on a charge of having been found in unlawful possession of 800 lbs. of pepper and 350 lbs. of coffee-berries. The charges in these cases were brought on the complaint of Inspector Gault of the Water Police.

A Calcutta telegram of the 29th ult. says:—"One of the first cases of burglary ever attempted in Calcutta on the European system was undertaken on the night of the 27th, which was very foggy. The office of the Commercial Union Assurance Company, in Dalhousie Square, was the object, and failing to effect an entrance through the sweepers' entrance, the burglars climbed up a lightning conductor on the side of the building down the alley, and got on to the terrace of the first floor. They broke in the patents which secured the double lock, smashed the glass and lifted the bar and walked inside. Every *almirah*, box, and drawer were burst open and ransacked and also iron safes. Having taken all they could they departed, leaving as a memento of their visit an old-fashioned horse pistol on the manager's table. All that the burglars took away was of no value to them." The European system seems to have been a distinct failure.

The Penak census report for 1901 shows the total population of the State to be 329,665, against 24,254 in 1891—an increase of 53.85 per cent. The Malays and kindred races number 142,156 and the Chinese 150,239. The Chinese numbered only 94,345 ten years ago. The Indians shot up from 14,855 in 1891 to 34,760 in 1901. This increase in the Tamils and other natives of India is mainly due to the efforts of the various recruiting agencies directed by the Government and by individual employers of labour. The Tamils, who number 31,026, have increased by 7,940, or 137.9 per cent, and the Bengalis and all other natives of India, who number 3,734, by 1,935 or 107.55 per cent. The increase among the Malays and other Natives of the Archipelago is not so marked as that of the Chinese population. In this group the Malays number 131,470, or 92.47 per cent of the total. The increases among the separate races are as follows, viz.—The Malays have increased by 34,751, or 35.93 per cent, Japanese by 1012, or 35.47 per cent, and Jawi-Pekans by 208, or 177.77 per cent. Europeans and Americans come to 672 against 366 in 1891. The proportions of the main races in every 10,000 of the total population are now as follows, viz.—Europeans 20, Malaysians 17, 4312 Chinese 4,567, Indians 1054, Other Nationalities 37. The proportion of Malays is 3,687, and that of Tamils is 941.

Gettin, the engineer on the Oran bridge construction works, Algeria, has been authorised to accept the post of Director-General of the Indo-Chinese Railway in Yunnan.

Sir Francis Lovell, K.C.M.G., is visiting India on behalf of the Seamen's Hospital Society and the London School of Tropical Medicine, with a view of organising the support of those most interested in the study of diseases peculiar to tropical and sub-tropical regions.

On the afternoon of the 23rd ult., on the river off Bishop's College, Calcutta, a collision took place between the steamer *Ikhona*, 3383 tons, and the hired transport *Umta*, returning from Hongkong via Madras with troops, including the 12th Field Battery from China. Both vessels belong to the British Steam Navigation Company. The *Ikhona* had got out of the Kidderpore Docks and was dropping down to Garden Reach, while the *Umta* was proceeding up, intending to get into dock. The *Ikhona* gave a sudden sheer, her stern quarter smashing into the starboard bow of the *Umta*, making a hole, fortunately above watermark. The *Umta* being light a more serious accident was happily averted, as the damage above watermark did not affect the movements of the vessel, which later on went into her berth at the dock to land the troops on board.

The proposed Memorial Hall in Singapore to Queen Victoria will join the present Town Hall, and is on the site now occupied by the temporary Supreme Court. The building will contain on the ground floor a public hall and four ante-rooms, and will be capable of accommodating 550 persons. On the first floor will be a hall room capable of accommodating nearly 1,000 persons. The present Town Hall seats 370 persons on the ground floor and 370 on the first floor respectively. The new building will be of similar design to the present Town Hall but of loftier proportions. A central tower, 150ft. high in the front and an arcade in the centre will connect the two blocks of buildings. On the completion of the Memorial Hall the present Town Hall will be utilised for supper-rooms, refreshment, card and retiring rooms, etc. in connection with the adjoining building. The cost is estimated approximately at \$25,000. The plans have been approved already.

The Peking correspondent of a Straits paper writes:—"It is well known that many people in England still firmly believe that Singapore is in China, but one would at least have expected something better from India. Yet the same geographical laziness that prevails amongst most people west of Suez is also an evidence further east. These observations are caused by a letter recently posted in Bombay, addressed to 'Pahang, Singapore, China,' having been actually put into the Shanghai mail bag and duly despatched thither. Luckily for the addressee, the post office at the latter place knew better and promptly sent the letter back to Singapore, from whence it came in due course to Pahang, belated and travel-slain. As a pendant to the above, the following freak in addresses may be recorded. Some time ago a letter reached Pahang with 'Kally Bador, Rengend, Kalla Lupis, Bordin, Singapore' scrawled on the cover. Compared with the 'Singapore China' address, this was a gem, and it is a wonder it did not baffle postal inspectors. Translated, the address meant 'Clifford, Resident, Kuala Lipis, Pahang, Singapore.'"

We see from the *Yorkshire Post* of the 9th ult. that the Sousa Band has been playing at Leeds recently, without giving the satisfaction to which it has been accustomed. The Leeds paper thus comments on the attempt of the Band to play the *Thanksgiving Overture*:—"It was like a plea for a photograph after an oil painting by a great master. In the Venusberg music, for instance, the piccolo, which is so characteristically used, was inaudible, nor was its absence atoned for by the gratuitous employment of the Glockenspiel, while the persistent figure for the violins in the coda was made almost ridiculous by the squalling clarinets. And it was in a piece with this cheerful desecration that, in response to the applause which followed it, a quick-stop entitled 'The Stars and Stripes for Ever,' and presumably intended to be suggestive of Yankee smartness, was played. A still greater outrage, however, was offered when a gruesome melody based on Purcell's themes, put together without art or coherence, was succeeded, by way of an encore by 'The Washington Post.' The Post, however, says:—"Apart from these incursions into realms where they had no business, there was much to admire in the playing of this well-drilled band."

Mr. D. J. M. Brown, captain of the Penang Cricket Club, writes as follows to the *Penny Gazette*:—"I shall be obliged if you will allow me space to contradict the third paragraph of your 'Notes and Comments' in Saturday's issue of the *Penny Gazette*, referring to the selection of the Straits team of cricketers now visiting Hongkong. The Singapore executive, who acted as the final selectors of the team from names submitted by each Club in the Colony and Native States, went to a great deal of worry and trouble to persuade people to go to Hongkong. Of the first sixteen men chosen only five could arrange to get away, although Mr. Vones afterwards managed to go. Patriotic Malayan sportsmen have therefore only themselves to thank for the weakness of the team representing us in Hongkong, and to the Singapore Cricket Club is due the thanks of all for the able manner in which they managed to get a team at all. It would be a thousand pities if paragraphs appearing in your columns should in any way undo the arduous feelings between Straits cricketers of the Northern and Southern Settlements, and I trust that you will use your influence to avert the unpropitiousness of your uninformative correspondent, who, by the bye, does not sign himself."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 12th December, 7.17 p.m.

THE COURT TO MOVE TO-MORROW.

It is probable that the Imperial Court will really leave Kaifengfu on the 14th inst. REWARD FOR SIR ROBERT HART. Sheng to-jen and Sir Robert Hart have been appointed junior guardians of the heir apparent, as a reward for their exertions in arranging for peace.

LONDON, 12th December, 9.55 a.m.

UNITED STATES AND THE MANCHURIAN QUESTION.

The *New York Times*, with reference to the Treasury statement that the trade of the United States has suffered more than that of any European nation through the disturbances in China, says that this loss is the direct consequence of the Russian occupation of Manchuria. The States have no intention of fighting Russia, but would doubtless exercise a highly benevolent neutrality towards any Power doing so over the Manchurian or Korean situations. Newchwang, adds the *New York Times*, would be much safer in Japanese hands.

THE WAR IN SOUTH AFRICA.

LONDON, 11th December, 7.25 p.m.

BOTHAS' COMMANDO CAPTURED.

General Bruce-Hamilton has captured the remainder of Commandant Botha's Bethel commando. Seven Boers were killed and 131 made prisoners.

REUTER'S SERVICE.

LONDON, 10th December.

THE ISTHMIAN CANAL-ROUTE.

Nicaragua has concluded a treaty for the perpetual leasing to the United States of a strip of land six miles broad covering the canal-route.

LONDON, 10th December.

THE SOUTH AFRICAN WAR.

The Boer Commandant Maritz has been severely wounded in an unsuccessful attack on Tontelbosch Kop, in the extreme west of Cape Colony.

THE P. & O. CO. AND RETURN FARES.

At the annual meeting of the P. & O. Steam Navigation Company, the Chairman announced that return tickets lasting for two years would be issued for a single fare and one half. This is considered a great boon for the Coronation year.

DEPARTURE OF THE HON. H. E. POLLOCK.

By the *s.s. Eastern* yesterday there left the Colony the Hon. H. E. Pollock, K.C., late Acting Attorney General, who proceeds to Fiji, via Australia, to take up the post of Attorney General there. When the news of Mr. Pollock's promotion was first announced, we mentioned that the satisfaction of all his friends at his success was tempered by the deeply felt regrets at the loss about to be sustained by the Colony. There are very many branches of our social life in which Mr. Pollock's departure will cause a blank. Apart from his great legal abilities, to which it was due that on several occasions before the last period he acted as Attorney General, and by which he helped to put through the Legislative Council several important Ordinances, he was well known in a variety of ways. He was, of course, the life and soul of the Hongkong Branch of the Navy League, to which he gathered numerous converts during his secretaryship. He worked with great energy in connection with the Old Voluntary Society. He was certainly one of the most charitable men of his means in the Colony, and many distressed persons have experienced his kindly aid. He founded the Hongkong Chess Club and was for some considerable time champion at that game here. In many other ways he made himself a familiar figure to residents, and the Colony is distinctly the poorer by his departure. The best wishes of all residents in Hongkong go with him.

VICTORIA REGATTA.

SECOND DAY'S PROGRAMME.

The Victoria Regatta was concluded yesterday in splendid weather. There was a large attendance of spectators, many of whom followed the progress of the different races in steam launches. The races were begun punctually at 1 o'clock. The principal event of the day was the International Challenge Cup competition, for which English, Scotch, and Portuguese crews competed. The Portuguese were pretty generally favoured as winners, although Loureiro was just recovering from an attack of fever. They held the outside station which had proved to be the best in the preceding day's racing, and their supporters' expectations ran high. But these were not destined to be fulfilled, for the English crew pulled splendidly together and won handsomely by about 6 lengths. The other events were well contested and in some cases exciting finishes took place. In the course of the day the band of the 22nd Bombay Infantry played musical selections. At the conclusion of the racing the economy of presenting the prizes was gracefully performed by Mrs. Powell. Afterwards Mrs. Powell was presented with a beautiful bouquet of flowers by Hon. J. H. Stewart Lockhart on behalf of the Club, and the proceedings were brought to a close with three cheers for Mrs. Powell and three cheers for the Colonial Secretary, who has been in no small degree responsible for the success of this year's Regatta. H.E. the Governor was present during the afternoon's races and also at the distribution of the prizes.

Appended are the results:—
FIRST RACE.
LIGHT GIGS.—Open to European non-commissioned Officers and men of any regiment or corps of the garrison or to European crews of any H.M. vessels or the European members of the Police Force. Entrance, \$1. Distance, one mile. Boats to the approval of by the Committee. Time allowed, 8 minutes per oar. Four boats must start for 2 prizes. Winning crew of 1st race first day, to be handicapped by the Committee. 1st prize, \$15; 2nd prize \$10.
1. 25th Co. R.A., E.D., 6 oars.
2. Police Whaler, 5 oars.
3. 2nd Co. R.A., 5 oars.
The Royal Artillery over and above their time allowances showed themselves the superior oarsmen and finished with about 140 yards to spare. Time, 7 mins 21 sec. The second boat's time was 8 mins. 35 sec.

SECOND RACE.
INTERNATIONAL CHALLENGE CUP.—For four-oars. Cup presented by the late J. S. Laprak, Esq., to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile and a quarter. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.
1. ... Race (English).
Station No. 1.—St. George's Cross.

Row.	J. D. Dobby	st. lbs.
2.	E. W. Carpenter	11 10
3.	C. McI. Messer	12 8
Stroke	C. E. A. Hance	11 6
Cox	J. M. E. Hance	10 0

Row.	M. M. Rosa Pereira	st. lbs.
2.	Loureiro	11 0
3.	A. E. Alves	11 6
Stroke	A. A. Alves	11 5
Cox	F. W. White	10 0

Row.	W. Wilson	st. lbs.
2.	W. A. Stapan	12 4
3.	C. Sherrington	13 1
Stroke	J. Miller	10 0
Cox	L. Henderson	10 0

This was a splendid race. It was considered that the Portuguese crew ran a good chance of winning, their crew all except Loureiro, who has just recovered from an attack of dengue, being in first-class fettle. But in the event they were overmatched by the English. The boat got away to a good start. On the outside the Portuguese showed as well as at the beginning and pulled strongly together. The English crew worked beautifully in combination right from the start. As regards the Scotch, they did not show the stamina required by their opponents. Though they got away well, they were the first to show signs of weakening and kept in third position until the end. Slowly the English forged ahead of their rivals during the last half of the race, but as the line was approached they went stronger than ever and sent their craft home in splendid style 6 lengths in front. The *Thistle* was about a length behind the *Shamrock* at the finish. Time, 8 mins. 53 sec.

THIRD RACE.
FOR MEN-OF-WAR'S GIGS AND WHALERS.—Distance, about a mile. Entrance, \$1. First prize, \$15; second, \$5. The boats to be approved by the Committee. Time allowed for oars, 8 seconds per oar. Three boats must start or no race.
1. *Gloria*, 6 oars.
2. *Orlando*, 6 oars.
3. *Arctura*, 6 oars.
There were no less than 11 entries for this event, which was very hardly contested throughout. Shortly after the start, at our break in the boats, but now some were quickly put out. Protests were lodged against a couple of the competing boats for using flash oars. Owing to this the final decision was deferred until the Committee should have considered the protest.

FOURTH RACE.
HARBOR POLICE.—Open to the Chinese members of the Harbor Police. To be rowed in the service boats. Distance, about a mile. Entrance, 50 cents. Winner of the race first prize, \$10. Second prize, \$40. Three boats to start for two prizes.
1. No. 5 Boat Harbor Master.
2. No. 4 Boat Water Police.
3. No. 1 Boat Water Police.
Won in good style by about 10 lengths. Time, 7 mins. 45 sec.

FIFTH RACE.
CHALLENGE CUP.—Victoria Recreation Club v. Hongkong Boat Club. For four-oars. Distance, one mile and a quarter. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.
Station No. 3.—Green and White.
Row. F. O. Bingham | st. lbs. || 2. | J. O. Fane | 10 9 |
3.	Albert Ellis	11 10
Stroke	H. L. Biny	11 6
Cox	G. E. Storins	10 0

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ranging from 3 to 49 Carats each, which will be
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to the excessive import duties recently imposed in
consignment and realise by Public Auction here,
to obtain high-class selections at much under
December next, and the several Articles will be on

HUGHES & HOUGH,
AUCTIONEERS.

[3053]

PRIVATE CHAIR AND RICKSHA COOLIES.

Hongkong, 12th December.

TO THE EDITOR OF THE "DAILY PRESS,"

SIR,—Too many have been the complaints
against the way that the private chair and
ricksha-coolies are treating their masters by
quitting their service without giving notice.
As for some of them, as soon as they get their
wages, off they go and put their masters in a
very unpleasant situation. Cannot this obnoxious
practice be put a stop to? Of course, it can-
essily be done if the Government would enforce
a regulation requiring all domestic servants to
be registered and guaranteed. The suggestions
made by the chair and ricksha committees should
be carried out at once. Things are getting
worse and worse every day in Hongkong, and I
hope that the proper authorities will soon shake
off their lethargy.—Yours, etc.,

ONAIRDA.

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Hongkong, 6th December, 1901. [2388]

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Hongkong, 17th October, 1899. [238]

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Hongkong, 7th December, 1901. [3124]

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Hongkong, 7th December, 1901. [3123]

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CONTENTS.

The Code contains 800 pages of 75,000 ciphers; 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

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Hongkong, 25th November, 1901. [2994]

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Hongkong, 26th November, 1901. [3007]

SCIENTIFIC MISCELLANY.

THE RECENT DRY MOON—A FADING MOTOR-PLANTS WITHOUT OXYGEN—SAVING LOST POWER—ART OF THE DATE OF THE MAN-MOON—SUGAR-EATING—A NEW FOOD—ABSTENTIOUS MORTAR—SOLUBILITY OF GLASS—FISHES KILLED BY STREET-PAVING.

No weather belief is more absurd than that of a "wet moon" and a "dry moon." There is no connection between the position of the moon's horns and the rainfall unless the same weather recurs at the same time each year, for, as Mr. A. K. Bartlett has lately taken the trouble to explain, the crescent moon always appears "upon its back" in spring near the vernal equinox, and "upon its end" in autumn, near the autumnal equinox. The change of direction in which the horns are turned depends upon the difference in declination of the sun and moon. If the moon be further north than the sun soon after the new, the sunlight strikes under her and she appears with her horns upturned, but if she be further south the light reaches around her disc to the northward, and her horns appear nearly vertical. The line joining the two horns is always at right angles to a line joining the sun and the moon.

The prophet Sir Frederick Bramwell, who twenty years ago forecast the disappearance of the steam-engine within a half-century, is in a fair way to see the realisation of his prophecy. The gas-engine has been greatly improved in size and efficiency, and the new process of Dr. Ludwig Mond produces gas so cheaply from the poorest bituminous slack that one company is to supply it over an area of 135 square miles for two pence per thousand feet. Each ton of coal yields 150,000 cubic feet of Mond gas, while the value of the ammonia saved nearly equals the cost of the raw material.

In the absence of oxygen, the higher plants are found by A. Nabeckich to continue their growth, and they are still sensitive to irritations, but they do not form chlorophyll. It is believed that some seeds would germinate with oxygen, but the spores of fungi appear unable to do so.

A device described by M. Rabeau, of Paris, uses the lost power of machines worked intermittently, like winding engines or the reversible engines of rolling mills, and is claimed to add 500 horse-power to the energy available in a winding-engine plant of ordinary size. The extra apparatus consists of a low pressure reservoir and a turbine. The reservoir has a series of basins for collecting and carrying away the condensed steam, and is by its peculiar construction made much smaller and less expensive than an ordinary reservoir. It makes practicable the supplying of a continuous flow of steam to the turbine from an intermittent source.

Some remarkable art-galleries of the early stone age in France have been explored by Messrs. L. Capitan and H. Breuil. At Combarres a cave above 200 yards long has engravings in the orietaceous rock along its inner half, the lines being covered by a stigmatic deposit so thick in places as to hide them. In the 109 figures clearly made out can be recognized the horse, cow, bison, reindeer, mammoth and wild goat. Another cave a mile or two away contains what seem to be somewhat more recent drawings, largely of animals, and showing, in black, red and brown, species resembling those of the first series.

The food value of sugar is a subject on which the doctors disagree. The fact that children who eat sugar are pale and have bad teeth leads Dr. Von Bunge to condemn this food, and to conclude that its lack of iron and lime makes it less desirable than other foods. Prof. Lepine, on the other hand, finds that there is very little iron and lime in any of our food. He shows that the French, using about a third as much sugar per head as the English, have no better health than the English and Americans, and concludes that the increased need of dentists is the only harm that can come from using much sugar.

Irrigation is being urged as India's means of salvation. Railways may cure famine by bringing relief to the needy, but a well-organised system of irrigation is the only certain preventive.

Horse-chestnuts contain about 27 per cent of albumen, this remarkable proportion being greater than is found in any cultivated plants, but their bitter taste, due to the presence of about 10 per cent of a bitter resin, has condemned them as unfit for food. By extracting the bitter principle, R. Flügge, of Hannover, claims to have made useful another waste material. After partial roasting to loosen the shells, the kernels are removed and pulverised, and the powder is placed in a tight percolator with alcohol for about a week. To extract the bitter completely, it may be necessary to replace the fluid with fresh solvent. The alcohol dissolves out the resin, leaving a pleasant and nutritious meal, which contains all the albumen and starch of the chestnuts, and is a valuable food. The spirit is purified by distillation and used repeatedly.

A mixture of powdered Canadian asbestos with 10 per cent of white lime has been recommended in Germany as a mortar having important advantages, with slow drying as the only disadvantage. It resists fire to an extraordinary degree and is also water-proof. exposure to a hot fire for an hour and a half followed by a drenching with water having had no effect. The mortar is very tough and only half as heavy as cement mortar.

That the glass of bottles is acted upon by strong acids is generally supposed. The matter has been tested lately by two British chemists, who placed sulphuric, hydrochloric, nitric, and

hydrobromic acids in quart bottles of various kinds, but who found after several months that absolutely nothing had been dissolved from the glass.

An unlooked-for effect of municipal improvement is that reported from Croydon, England. After a recent heavy rain the fishes of the River Wandle were found to have been poisoned, and investigation has shown this to be due to pollution of the water by washings from a cross-street wood pavement.

THE QUICK CHANGE ARTIST.

He's a smart man. I know one who played the part of six characters in sixteen minutes, in a little play of his own. In that time he acted the parts of a miser, a German musician, a lover, a dowager, of Wood House, Ash, Mr. Wrotham, Kent, when in her prime, in reality lived the part of a feeble old woman; hobbling about on crutches, quite unable to kneel or stoop, frightened to eat, dropical, entirely miserable and full of pains and diseases—that was picture number one.

Turn aside for six brief weeks. Hey, presto! Mrs. Stevens is in her prime now. She is happy, takes a walk early in the morning, and a three-mile jaunt in the evening, sleeps like a top and eats heartily.

That quick change was made by Mother Sigel's Syrup—from bad dreams and heavy night sweats to calm and refreshing slumber.

On August 23rd, 1900, Mrs. Stevens wrote: "I was subject to sick headaches from quite a girl. No matter what I ate, I was tormented with pains across my chest, in the small of my back, and a fearful dull pain in my side, as such I began to show their presence by headaches, wind-spasms, constipation, neuralgia, yellow skin, &c., &c., and Nature will in a flash change you from a healthy subject to a decrepit, diseased, ridden man or woman.

"Make the change yourself. A few doses a day whenever the slightest symptom shows itself, is what you want to keep you healthy and happy."

"At last the doctor advised a real good trial of Sigel's Curative Syrup. I got a bottle. "When that was done I got another and another. At the third bottle the drops showed signs of leaving me. To make a long story short, the pains gradually left me, and at the end of six months I threw aside my sticks and did my housework with ease and comfort."

A gentleman living in Ash (Mr. Lynde) says "These facts are ones for which I can vouch."

The quickest of quick change artists is Nature. Once you allow poisons to mix with your blood, which begin to show their presence by headaches, wind-spasms, constipation, neuralgia, yellow skin, &c., &c., and Nature will in a flash change you from a healthy subject to a decrepit, diseased, ridden man or woman.

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CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year

Plenty chance, large gain;

Dollar come all same rain.

Wishing you Happiness and Longevity

Success Crown your Undertakings

My chin chin in Hongkong

Make you, happy and strong

Everything as you wish

諸新賀恭

財發喜恭

長久壽福

遂順事諸

健力壯身

意如事事

FOR SALE AT

MESSRS. KELLY & WALSH, LD.

MESSRS. W. BREWER & CO.

AND OTHER STORES.

MESSRS. KRUSE & CO.

MESSRS. ACHEE & CO.

[2712]

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	"PATROCLUS" On 13th December.	
GLASGOW and LIVERPOOL	"PATROCLUS" On 16th December.	
GLASGOW and LIVERPOOL	"STENTOR" On 24th December.	
GLASGOW and LIVERPOOL	"MEMNON" On 3rd January.	
GLASGOW and LIVERPOOL	"IDOMENEUS" On 8th January.	
GLASGOW and LIVERPOOL	"TANTALUS" On 16th January.	

OR	HOMEWARDS	DATE
LONDON	"GLAUCUS" On 24th December.	
LONDON	"DEUCALION" On 7th January.	
LONDON	"PATROCLUS" On 18th December.	
LIVERPOOL DIRECT	"PATROCLUS" On 18th December.	
LIVERPOOL DIRECT	"PATROCLUS" On 18th December.	

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIYUAN"	On 18th December.
PORT JAPAN	"TAIYUAN"	On 18th December.
ISLAND, COOKTOWN TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 18th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November 1901.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	DATE
"INDRAVILLI"	4,899	W. E. Chasen, R.N.R.	December 25, 1901
"INDRAVILLI"	4,899	A. E. Hollingsworth	January 14, 1902
"INDRAVILLI"	4,899	C. E. Froggatt, R.N.R.	February 18, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December 1901.

NAVIGAZIONE GENERALE ITALIANA (FLOREO & ROBERTINO UNITED COMPANIES.)

STEAM FOR BOMBAY VIA SINGAPORE AND PEANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also YENICE and TRIESTE, ALL MEDITERRANEAN, ADRIATIC, TIGRIS, LEBANON and SHARQ AMERICAN Ports up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA" Captain D. Gatti, will be despatched as above on MONDAY, the 16th inst., at Noon.

At Bombay the steamer's discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 13th December 1901.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA" Captain Kilgus, will be despatched as above on or about 17th December.

To be followed by the Steamship "ASAMA" Captain Bence, on or about 27th December.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd November 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENROY" Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th December.

For Freight, apply to

MCCORMACK, BROS. & GOW.

Hongkong, 6th December 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"CHUSAN" Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 21st December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into steamer proceeding direct to Marseilles at London, other cargo for London, etc., will be conveyed via Bombay with transhipment.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th December 1901.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBÉ, AND YOKOHAMA.

THE Company's Steamship

"INDUS" Captain Duchateau, will be despatched for the above ports on or about MONDAY NEXT, the 16th instant.

For Freight or Passage, apply to

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 10th December, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU" Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 18th inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 4th December, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to the BRASIL, to SOUTH AFRICA, and SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA" Captain Pollner, will be despatched as above on WEDNESDAY, the 18th December, P.M.

The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to

SANDER, WHEELER & CO., Agents.

Hongkong, 12th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENNOX" On 21st Dec. About 31st Dec.

"ORNSAY" 1902 About 10th Jan. About 20th Jan. About 31st Jan.

"AFRIDI" About 10th Jan. About 20th Jan. About 31st Jan.

"HILGREN" About 10th Jan. About 20th Jan. About 31st Jan.

"LOWTHER CASTLE" About 10th Jan. About 20th Jan. About 31st Jan.

For Freight and further information, Apply to

DODWELL & CO., LD., Agents.

Hongkong, 12th December, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU" Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 25th December.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 12th December, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA, STAM, NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1901.

LAND, with GODOWNS ERECTED thereon, in Hongkong.

For particulars, apply to—

K. Care of Daily Press Office.

Hongkong, 10th December, 1901.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

WANTED—Consignees of the Under-noted packages ex Oranay arrived from New York on 7th November, 1901, and now lying in the Godowns of the undersigned: Tung Lee Wa, Hongkong—1 Case Cigars and Effects.

Quon Yick, Hongkong—1 Case Cigars.

Messrs. BUTTERFIELD & SWIRE, Hongkong, 12th December, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

From London, &c., or via Victoria.

From Australia, &c., or via India.

From Persian Gulf, &c., or via B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th instant, at &c., will be subject to rent.

No Five Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and certificates of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS IRENE" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 17th December, and THURSDAY, the 19th December, at 9.30 A.M.

All claims must reach us before the 22nd December, or they will not be recognized.

No Five Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.

MELOCHERS & CO.

Hongkong, 10th December 1901.

HONGKONG STEAMERS.

Aldie, British str., 2,500, George, Dec. 12, 11h, Livingston & Co.

Ariake Maru, Jap. str., 2,500, Tasaka, Dec. 11, 11h, B. K. Kaisho.

Bormida, Italian str., 1,499, Costa, Dec. 11, 11h, Carlotta & Co.

Borneo, British str., 4,572, Greger, Dec. 12, 11h, P. & O. S. N. Co.

Brand, Norw. str., 1,520, Throsson, Nov. 30, 11h, Dodwell & Co., Limited.

Chovra, German str., 1,055, Musing, Nov. 29, 11h, Butterfield & Swire.

Chvshuan, British str., 1,282, Jenkins, Dec. 11, 11h, Pringle & Co.

Daiji Maru, Jap. str., 845, Kitano, Dec. 11, 11h, Mitsui Bussan Kaisha.

Eastern, British steamer, 3,000, Ellis, Dec. 8, 11h, Livingston & Co.

Elba, German str., 1,702, Schonwaldt, Dec. 9, 11h, Jebson & Co.

Emma Lyken, Ger. str., 1,109, Schall, Dec. 9, 11h, E. A. Trading Co., Limited.

Empress of Japan, British str., 3,003, Pybus, Nov. 27, 11h, P. R. Co.

Esmeralda, British str., 966, McGinly, Nov. 17, 11h, Sheridan, Jones & Co.

Fassang, British str., 1,410, Mitchell, Dec. 12, 11h, Matheson & Co.

Fushun, British steamer, 1,457, Lant, Dec. 4, 11h, Chinese.

Halda, French str., 377, Andersen, Dec. 11, 11h, A. R. Marty.

Hallong, British str., 783, Bathurst, Dec. 12, 11h, Douglas Lapraik & Co.

Hansa, German str., 1,202, Lorenzen, Dec. 10, 11h, Butterfield & Swire.

Hans Menzell, German str., 1,649, Nibinger, Dec. 9, 11h, E. A. Trading Co., Limited.

Henrich Menzell, Ger. str., 989, Doffs, Dec. 12, 11h, East Asiatic Trading Co., Limited.

Hidohi Maru, Jap. str., 1,800, Campbell, Dec. 11, 11h, Nippon Yusen Kaisha.

Hue, French steamer, 704, Gudman, Dec. 9, 11h, A. R. Marty.

Kwonglo, British str., 1,467, Lincoln, Dec. 10, 11h, Chinese.

La-Tek, Spanish str., 185, Fabbriag, Nov. 17, 11h, A. R. Marty.

Maehow, German str., 995, Wendig, Dec. 6, 11h, Butterfield & Swire.

Maidzu Maru, Japanese str., 637, Saiton, Dec. 8, 11h, Mitsui Bussan Kaisha.

Mongkut, German str., 859, Gotsche, Nov. 15, 11h, Butterfield & Swire.

Neptane, British str., 2,178, Walters, Nov. 26, 11h, Standard Oil Co.

Paoting, British str., 1,088, Shaw, Dec. 9, 11h, Butterfield & Swire.

Pax, Belgian steamer, 1,207, Damster, Dec. 12, 11h, Melchers & Co.

Perla, British str., 1,234, McArthur, Dec. 12, 11h, Sheridan, Jones & Co.

Phraung, Ger. str., 1,021, Mangelsdorff, Dec. 11, 11h, Butterfield & Swire.

Progress, German str., 687, Meyer, Dec. 9, 11h, Siemens & Co.

Protector, Norw. str., 1,669, Thorstenson, Dec. 4, 11h, East Asiatic Trading Co., Limited.

Rijchun Maru, Jap. str., 2,979, Ohno, Dec. 6, 11h, Nippon Yusen Kaisha.

Seneca, British str., 3,137, Cormack, Nov. 27, 11h, Standard Oil Co.

Sishan, British str., 957, Jones, Nov. 12, 11h, Bradley & Co.

Suevia, German str., 2,989, Bock, Dec. 10, 11h, Hamburg-Amerika Linie.

Suisang, British str., 1,776, Tadi, Dec. 7, 11h, Jardine, Matheson & Co.

Tacoma, British str., 2,811, Dixon, Oct. 21, 11h, Dodwell & Co., Limited.

Taiheung, German str., 828, Ahrens, Nov. 17, 11h, Meyer & Co.

Taitu, German steamer, 1,065, Martens, Dec. 8, 11h, Chinese.

Tatung, British str., 1,458, Dawson, Dec. 9, 11h, Butterfield & Swire.

Thyra, Norw. str., 2,449, Halvorsen, Dec. 10, 11h, Butterfield & Swire.

Trym, Norwegian str., 710, Dall, Dec. 11, 11h, A. R. Marty.

Trinlan, German str., 1,002, Sanders, Nov. 18, 11h, Arnold, Karberg & Co.

Victoria, Swedish str., 989, Hallberg, Dec. 11, 11h, Chinese.

Wuhu, British steamer, 1,250, Rdb, Oct. 20, 11h, Butterfield & Swire.

Yelo Maru, Jap. str., 1,069, Nakagawa, Dec. 11, 11h, Chinese.

Yunyang, British str., 1,123, Rolle, Dec. 6, 11h, Jardine, Matheson & Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcidity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Craddock, at Hongkong.

Albion, battleship, 12,350 tons, Captain W. W. Hewitt, at Mira Bay.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. B. Hart, at Hongkong.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Mira Bay.

Asia, cruiser, 1,320 tons, 10 guns, 4,000 h.p., Captain C. J. Baker, at Shanghai.

Aurora, cruiser, 5,000 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.

